

# 6 O'CLOCK EXTRA.

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## VIGILANT AGAIN.

Second Time Winner in the Cup Defenders' Trial Races.

## COLONIA CAME IN SECOND.

Jubilee and Pilgrim Followed in the Order Named.

## STORM SIGNALS AT THE HOOK.

To-Day's Contest Sailed in a Piping Breeze and Under Clear Skies.

SANDY HOOK, N. J., Sept. 11.—The third trial race for the honor of defending the America's Cup has been won by Vigilant.

For the third time the New York syndicate boat crossed the finish line first.

There is little doubt that the Cup Committee will select her to race against Valkyrie.

Colonia, Jubilee and Pilgrim finished in the order given.

The time at start was as follows:

	H. M. S.
Vigilant	11 39 59
Colonia	11 40 66
Jubilee	11 41 47
Pilgrim	11 41 53

The time at the finish was:

	H. M. S.
Vigilant	11 46 43
Colonia	11 46 53
Jubilee	11 46 59
Pilgrim	11 47 10

It was Colonia weather to-day and the friends of that boat were hopeful. There was a crackling thirty-mile breeze from three points north of east.

The course was fifteen miles to the windward and return.

For the first half of the race to the outer turn it was between Vigilant and Pilgrim. The windward work of both boats was beautiful.

Colonia and Jubilee were astern when the turn was made.

It was 2:05 when Vigilant went about on the port tack and stood for the starboard tack.

The turn was made in grand style by the leader, and at 2:25 o'clock Vigilant was running home nearly a mile ahead with club-oars, balloon-jib and spinnaker set.

At 2:30 a white boat leaped up out of the haze with every stitch of canvas hoisted. It proved to be Colonia.

At 2:45 Vigilant led by fully three-quarters of a mile.

Vigilant and Colonia at 3:30 were still in the lead, the order then being: Vigilant, Colonia, Pilgrim and Jubilee.

Vigilant was then within a mile of the finish line and fairly leaping out of the water in her efforts to reach the goal first.

The positions of the boats did not change after this, and they crossed the line in the order given above.

There was every indication this morning that the race by the four single steamers would afford yachting cranks plenty of sport and excitement. Capt. Hank Haft's admirers said he certainly ought to be satisfied.

The wind was coming directly out of the east at the rate of thirty-five miles an hour at 9 A. M. It was what is known in nautical parlance as "a piping breeze."

There was a heavy ground swell on. It made even the big steamers passing along the coast pitch and heave like corks on the monster rollers. Sailing vessels had no use for topmasts and plunged along under double-reefed main-sails. They seemed to be having a hard time of it all.

Overhead the sky was clear and the sun was shining brightly. Down in the south, however, there was a heavy bank of gray clouds skirting the horizon, giving promise, the sailors said, of nasty weather.

At 9:30 the wind had hauled around slightly towards the north, and was blowing as strongly as ever. As far out as the eye could reach to seaward the surface of the water was dotted with sailing while cogs.

The vicinity of the lightship was not placed to-day for the small craft which followed the racers on Saturday. None but the largest and stanchest boats could go down to the starting point.

The indications were that the course would be laid about due east, fifteen miles to windward and return.

The view to the outward was perfectly clear, with not a trace of fog or mist.

The black-hulled Boston iron fleet turned out to see the race from the Narrows at 8:45. She came down directly to windward in tow of the Luekenbach. Her mizzen, jib and forestaysail were hoisted, but they flapped in the gale. Just behind was the handsome Vigil-

ant, bearing away down the Staten Island shore on the port tack, with her three working sails set. She had thrown out a full mizzen-sail and stayed to the breeze, and did not seem to mind the blow at all. As she boomed along she keeled away over to starboard, while a perfect cloud of white spray dashed over her weather bow.

Columbus and Pilgrim, with forty spread of canvas, then came into view outside the Narrows. They followed the lead of Vigilant down the Staten Island shore, making apparently for the horse-shoe inside Sandy Hook Point.

Jubilee soon turned back and lowered her mizzen. She evidently started out on the swash channel, but finding it too rough decided to take the main channel to the west, where the water was smoother.

Wind was received at 10 o'clock that the northeast storm signal had been ordered up all along the coast. It was evident that club-topmasts would not be in it to-day's race.

Vigilant ran up into the wind to the west of the point at 10 o'clock. Jubilee was half way down the main channel, still in tow. Colonia was following down and rapidly overtaking the put-to-head boat. She showed half her green keel as she dashed through the big white-capped rollers.

Pilgrim was headed down the swash channel on the starboard tack, and pointed directly out to sea. Her main sail and forestaysail were drawing superbly. In fact the curves of oiling shapes seemed to set better than on previous days.

The flagship May passing down opposite Sandy Hook needed for the starting post signified that the start would be made from the Scotland Lightships. She was the last of the fleet of yachts to appear on the Hook.

Every one at the Hook was keeping a sharp lookout for the English cutter Valkyrie, due yesterday. It was thought she might come in in time to set something of her prospective rivals for the America cup.

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